

The Hongkong Telegraph.

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THURSDAY, SEPTEMBER 23, 1909.

四拜禮

號三十月九年其港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling \$1,500,000 at 2/6=\$1,500,000
Silver \$1,500,000 at 1/6=\$1,500,000
RESERVE LIABILITY OF PROPRIETORS \$1,500,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. W. Tomkins, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
M. G. Barrett, Esq.
G. S. Gubbay, Esq.
W. Holmes, Esq.
G. R. Lushington, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1/2 per cent. per annum.
For 6 months, 1/2 per cent. per annum.
For 12 months, 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,175,000
RESERVE LIABILITY OF PROPRIETORS.....£1,300,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 1/2 per cent. per annum.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,250,000
ABOUT MEX \$7,250,000
RESERVE FUND.....GOLD \$5,250,000
ABOUT MEX \$7,250,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 1/2 per cent. per annum.
For 6 months 1/2 per cent. per annum.
For 3 months 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 21st April, 1908.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1814.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 4,125,745 (about £310,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Charbon, Tegal, Peking, Paoan, Tientsin, Peking, Medan (Deli), Palembang, Kots, Radja (Acham), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 1/2 per cent. on daily balance.
Fixed Deposits 12 months 1/2 per cent. per annum.
Do 6 months 1/2 per cent. per annum.
Do 3 months 1/2 per cent. per annum.

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWHONGWANG, DALNY, FORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per cent. per annum on the daily balance.
On fixed deposit—
For 12 months 1/2 per cent. per annum.
For 6 months 1/2 per cent. per annum.
For 3 months 1/2 per cent. per annum.

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted in the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 per cent. per annum.

Depositors may transfer at their option balances of 1/2 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 11th January, 1909.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Proussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYTSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN); LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS accepted on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 31st August, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1909.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	HIMALAYA	About 30th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	SOMALI	About 25th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA	Noon, 2nd Oct.	See Special Advertisement.

For Particulars, apply to
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 22nd September, 1909.

Intimations.

NOTICE.

THE NEW LIQUOR DUTIES. LANE, CRAWFORD & CO.

HAVE NOT advanced their price of LIQUORS

AND

WILL NOT do so until their existing stocks are

exhausted.

REGULAR RETAIL CUSTOMERS

will be supplied at old rates until further notice.

WHOLESALE QUANTITIES

CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO.

Champagnes,	Sherries,
Marsalas,	Madeiras,
Ports,	Clarets,
Burgundies,	Hocks & Moselles,
Brandies,	Gins,
Whiskies,	Vermouths,
Bitters,	Liqueurs,
Ales, Beers and Stouts.	

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants,
15, Queen's Road Central.

Hongkong, 1st September, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,991 Tons.
"HUANGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON, daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lintar" and "Sanoi." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 26th SEPTEMBER, 1909.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 6 P.M.
Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Place.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL,

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and
Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BLUMENTHAL,
Manager.

Telephone, 170. Telegrams "Astor."

[14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"LUTZOW" Capt. O. Deters	THURSDAY, 23rd Sept., 8 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. E. Z. Schriber	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"CONLENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	...SYDNEY	Costa	27th Sept., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	11th Oct., P.M.
MARSEILLES, VIA PORTS	OCEANIE	Sellier	12th Oct., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia & Colombo for Oolcutta Bombay and Australia & at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st September, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

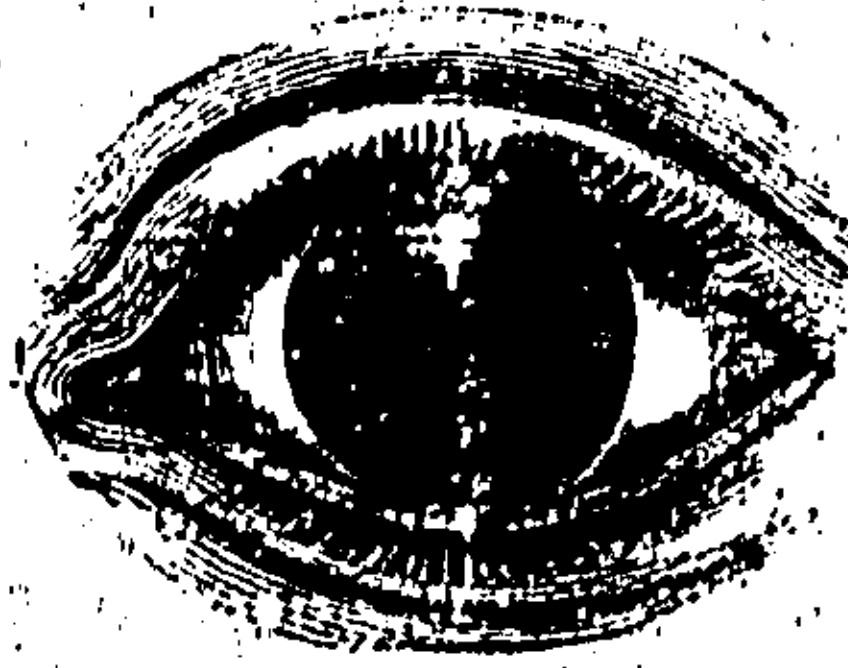
The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL let your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,

1, John Street, Bedford Row, W.C.

CALCUTTA,

10, Baulack Street

SHANGHAI,

100, Nanking Road.

Hongkong, 24th Sept. 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available, alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th March, 1908.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godowns.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31 WYNDHAM STREET.
Apply to—DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909.

TO LET.

158, PRAYA EAST.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 22nd September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES (facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.)
Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
Apply to—THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 2 MORRISON HILL, also OFFICES at No. 2 PRINCE STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, O'DONAGHUE ROAD, 3rd Floor.
No. 1 OLIFANT GARDENS, CONDUIT ROAD.
A HOUSE in WONG-MUI-CHONG ROAD.
A HOUSE in RIMOW TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 105, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available, alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 29th June, 1904.

Dr. M. H. UHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

14, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1903.

INFANT MORTALITY IN EGYPT.

TERRIBLE TALE OF DESTRUCTION.

Cairo, August 16th.

One of the most distressing features of the native life in Egypt is the great infant mortality. Most of us know that it was fairly high, but scarcely any layman realised to what a serious extent it had developed until recent statistics brought it forcibly home to us.

During the decade 1899-1908 there were 621,396 natives born in Egypt. Of that number, 176,301, or 28.3 per cent., never survived the first anniversary of their birth and in the eight years from 1901 to 1908 119,907 children died under ten years of age. With regard to foreigners the toll is just as heavy. In the decade there were 11,490 births and 4,646 deaths under one year, and between 1901 to 1908 2,783 children under ten years of age succumbed. It sickens one to contemplate these appalling figures, which demonstrate such a terrible waste of human life.

So serious has this feature become, that the Alexandria Municipality recently commissioned Dr. Carpenter to investigate the subject in that town, and his report has just been issued. The result confirms the official statistics; in fact, by comparison it shows how serious is the need of repairing this evil. Dr. Carpenter compares the infant mortality in Alexandria in 1907 with that of other countries, and one is horrified to find that its record—31.9 per cent.—is beaten by only one other State, namely, Chili, with 32.6 per cent. As a matter of fact, if the report had only taken Cairo into consideration, it would have found that the capital came an even closer second with 32.3 per cent. Egypt had a total infant mortality rate of 30.9 per cent., and the nearest foreign State is Russia, with 26.8 per cent. These data are, of course, for deaths below one year, compared with the births in that period. The gravity of the situation can be gauged from the fact that the worst manufacturing town in England—Preston—had an infant mortality rate of only 24.4 per cent.

In other countries the majority of deaths amongst children under one year is due to asphyxia from being "overlaid." Not so in Egypt. Death is mostly due to intestinal trouble, bronchitis, pneumonia, and premature birth. Quite 85 per cent. are from these causes. Dr. Carpenter considers that this is contributed to by lack of attention before birth, by poverty, and by want of instruction in bringing up children according to hygienic laws.

THE FATALISTIC NONCHALANCE OF THE NATIVE.

No one who has lived in this land for any length of time will contest that. It is, indeed, a marvel that any native children survive at all. I have seen mothers suckle their children—the majority feed them for a full twelve months—and then, taking them straight from the breast, give them a cucumber or the rind of a melon to suck to keep them quiet. Some of the infants are not washed from the time they are born, and their mothers would be horrified if you were to tell them to whisk the flies off them—for that, would assuredly attract the Evil One! Such is their superstitious! Again riding through the villages or the streets in the native quarters, one sees on all sides infants of all ages left to roll about on the ground in the dust and filth. The number of foundlings is also yearly on the increase and has been found extremely difficult to rear them, as they are nearly always exhausted from exposure.

The fatalistic nonchalance—the spirit of "malah" and of "Kismet"—which is inherent in all natives has perhaps more to do with this terrible tale of destruction than their ignorance. In the case of foreigners, it is more often owing to inability to obtain fit nourishment, through poverty, that the child succumbs.

Dr. Carpenter makes many valuable suggestions for overcoming this sad condition of things. He recommends the institution of lady health visitors as in England, a stricter control of *sage-femmes*, and the establishment of milk depots and maternity homes. Better arrangements for the notification of births obtain here than at home, and the co-operation of health and registration officers which exists out here owing to their being directly under one head, will go a long way towards ensuring the success of the proposed reforms.In Cairo and Alexandria we have for some time had a foundling hospital and a dispensary for sick children, due to the tender care and initiative of Lady Cromer. These institutions have been doing sterling work, but without Government aid they cannot carry out their task efficiently. Now that the powers that be have realised in which direction their duty lies, we can hope to see Egypt and her two chief towns removed from their present unenviable position in the world's infant mortality statistics, though the barrier of native fatalism will be very difficult to break down.—*Pall Mall Gazette.*

FOR SALE

AT
GRACA & CO.
27, Des Vaux Road.

VIEW Post Cards, and Asiatic Postage Stamps.

Novels, Books for parlour and household use.
"The Doctor at Home"—1909 edition.
Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.Relief Scraps and Scrap Albums.
Toy Books for Children.
Mailla Cigars and Cigarettes.
Stamps in Bets, Packets, Bags and Single.Large Assortment of Albums for Stamps and Post Cards.
Postage Stamps Catalogues by Lincoln, Scott, Stanley Gibbons, Scott and Tallents.Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Movable Leaf Albums, Tintypes, Magnifying Glasses, Perforation Gages.
Water Mark Detectors.
Mason's Commercial Map and Directory.Inspection invited.
Hongkong, 6th September, 1909.

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 9th September, 1909.

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1909, will be payable on the 15th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 25th September, 1909 both days inclusive.
SHEWA & TOMES & Co., General Managers.
Hongkong, 6th September, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from J. SMITH, Esq., to sell by PUBLIC AUCTION, on

SATURDAY,

the 25th September, 1909, at 2.30 P.M., within his residence at Cosmopolitan Docks,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

(Particulars from Catalogue).

A Steam-launch will leave Blake Pier at 2 p.m. sharp to convey intending Purchasers.

TERMS:—As usual.

HUGHES & HUGH,

Auctioneers.
Hongkong, 21st September, 1909.

[669]

Intimations.

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will be held in the Club Bath TO-MORROW (FRIDAY) and SATURDAY, the 24th and 25th inst., respectively, commencing each day at 4 P.M. The attention of the Public is called to the Interlop Events.

Admission for Members \$0.50 each day
" Non-Members 1.00
" Sailors, Soldiers, and Boys 0.50

Arrangements are being made for the accommodation of Ladies on SATURDAY, the 25th. Admission \$1.00.

Tickets obtainable from either the Steward of the Club or at the Gate.

By kind permission of Col. Bayard, D.S.O., and Officers the Band of the Buffs will perform during Saturday afternoon.

Miss Lyon has very kindly consented to present the Prizes at the conclusion of the sports.

FRANK LAMBERT,

Hon. Secretary.

Hongkong, 23rd September, 1909.

[670]

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On THURSDAY, the 23rd September:—
From Pakshawan to a North-Easterly direction, at ranges up to 6,500 yards, commencing at 7 P.M., and finishing at 10 P.M.On FRIDAY, the 24th September:—
From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

If the weather is unfavourable on the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N.
Harbour Master, &c.

Hongkong, 17th September, 1909.

[662]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

[640]

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS-CLOTH, PEWTER

WARE, &c.

all of the best quality.

Hongkong, 5th August, 1909.

[173]

Intimation.

Powell's

Furnishing
DepartmentFIRST FLOOR
ALEXANDRA
BUILDINGS.WE HAVE JUST
UNPACKED ALARGE
CONSIGNMENT

OF

DINNER

WARE

SAMPLES NOW

ON SHOW.

A PLEASING
STYLEIN
ALL WHITE.We are prepared to
sell any quantities to
suit our Customers, even
single Pieces.

MEAT PLATES.

SOUP PLATES.

PUDDING PLATES.

CHEESE PLATES.

OVAL DISHES

5 SIZES.

COVERED VEGE-

TABLE DISHES.

COVERED TWIN VE-

GETABLE DISHES.

SOUP TUREENS.

SAUCE TUREENS

WITH COVER AND LADLE

SAUCE BOATS.

SALAD BOWLS.

STEAK DISHES.

CHOP DISHES.

POWELL'S
ALEXANDRA
BUILDINGS,

and

28, Queen's Road.

Hongkong, 18th September, 1900.

IN SAVAGE NEW GUINEA.

STRANGE EXPERIENCE OF BRITISH NATU-
RALISTS AMONG THE IAPUANS.

NATIVES STILL IN THE STONE AGE.

After two years among the savage in Dutch
New Guinea, Mr. Pratt, a British naturalist,
and his two sons have returned to Samarang,
Java, with strange experiences to tell.Mr. Pratt is a seasoned explorer of fifty-five
years. His travels have extended over wide
territories in China, Tibet, South America,
and Asia Minor. He had four years in the
British and Dutch sections of New Guinea,
and then took a vacation in Great Britain.Two years ago he came out with his two sons
and landed at Doreh, in Geelviok Bay, where
missionaries have been stationed for over fifty
years. Behind Doreh stretch the Arak Moun-
tains, with two large lakes lying at a height of
eight thousand feet above the sea. There the
naturalists took up their quarters, in the midst
of savage Iapuan, whose characteristics they
soon discovered were untrustworthiness and
thirst for blood.They were right on the extreme fringe of the
Dutch authority, so had to look after themselves
to the utmost. They found the savages far
below the African natives, without knowledge
or understanding of the most elementary
virtues—even kindness or thankfulness. They
were of good physique and lived partly by
agriculture, but their habits were loathsome.

GUARDED BY A FIERCE WATCH DOG.

It was largely due to his ability to keep his
temper, even under provocation, that Mr. Pratt
was able to manage them. They fancied that
the traveller must have supernatural powers to
control his anger, and in addition to that they
were notified by the Dutch authorities that any
harm to the naturalists would meet with prompt
vengeance.At night the tent of the explorers was guard-
ed by a fierce watch-dog, of which the natives
were much afraid. In the day time this dog
always remained with the one of the party
left on guard, while the others explored in
company invariably. In this way they have
gathered large collections of birds, insects, and
plants.Their tent was pitched in an exposed posi-
tion far from any native dwellings, and into
those huts they never went unless it became
necessary, and then never alone. For food
they had tinned provisions, plantains, and
potatoes, but so tough were their constitutions
that this scanty range of diet did not affect
them. Besides, the climate around the lakes
was glorious.Two thousand feet high up the mountains
it was bitterly cold at night, but the natives
could stand it without any clothing at all. At
night they have a process of providing them-
selves with fire. They carry on scarcely any
trade, and live mainly on plantains and potatoes,
the latter having been introduced by mission-
aries in 1855.

A SIGHT OF THE SNOWY MOUNTAINS.

Perpetual warfare is waged among the tribes,
for treachery is constant, and every death leads
to blood vengeance. The naturalists were often
goaded to near the danger point of shooting,
but restrained themselves, and so won to some
extent the confidence of the savages. Head
hunting is a custom of the land, and not merely
a village, but also houses at war against
houses. The result is that fear and treachery
stalk like twin demons through the island.
Women never go out except under armed
incursion guard. They do the work in the fields
with a man guarding them with his native
weapons.European and Chinese traders who have at-
tempted to treat the savages with their own
methods have rued the day, for vengeance has
fallen swiftly in the night. It is a country
where every rustle may mean the approach of
death-bearing treachery. Even their warfare is
stealthy murder, not open fighting in which
bravery is required.After a year at the lakes the travellers went
to Humboldt Bay, where the mountain natives
are still in the Stone Age, and had never seen
any European. They live miserably on wild
plants, insects, and grubs, with an occasional
wild pig as a delicacy.In the distance they sighted the standing
problem of New Guinea—the Snowy Moun-
tains. Certain scientists have scoffed at the
title, maintaining that in that latitude there is
no snow mountains, and what has been seen is
the reflection of light from white rocks on the
mountain tops. Mr. Pratt is convinced, how-
ever, that they are veritable snow caps.The sons are staying for three or four months
in Schouten Island, where there is a military
post. Then they are going home to England
with their father for a rest before returning to
New Guinea to carry their explorations still
further into the unknown recesses of savage
regions.—*Pall Mall Gazette.*

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS. CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET,
HONGKONG.

Hongkong, 21st September, 1900.

Consignees.

AMERICAN-ASIATIC S. S. CO.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"INDRASAMHA,"
Captain T. Evans, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, 23rd inst., at 3 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 17th September, 1900. [663]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamers.

"PESHAWUR,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.H. A. HEWITT,
Superintendent.
Hongkong, 18th September, 1900. [664]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the haz-
ardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West Point
Godowns, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th of September,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th of September, at 9.30 A.M.
All claims must reach us before the 2nd
of October, 1900, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 22nd September, 1900. [665]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the haz-
ardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West Point
Godowns, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th of September,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th of September, at 9.30 A.M.
All claims must reach us before the 1st
of October, 1900, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 21st September, 1900. [666]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's shirts made to order, and Ouse
and Collars mended on old ones.Ladies and Children's Underclothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superioress will also be most grateful
for any Ladies' or old ENTIREMENTS to be made
into new ones for the Children of the Poor Schools,
who are taught by the Sisters.

F. J. JARDINE, 11th April, 1901.

[667]

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow
growth." People believe in things that they
see, and in a broad sense they are right.
What is sometimes called blind faith is not
faith at all. There must be reason and fact to
form a foundation for trust. In regard to a
medicine or remedy, for example, people ask,
"Has it cured others? Have cases like mine
been relieved by it? Is it in harmony with
the truths of modern science, and has it a
record above suspicion? If so, it is worthy of
confidence; and if I am ever attacked by any
of the maladies for which it is commended I
shall resort to it in full belief in its power to
help me." On these lines.

WAMPOL'S PREPARATION

has won its high reputation among medical
men, and the people of all civilized countries.
They trust it for the same reason that they
trust in the familiar laws of nature or in the
action of common things. This effective
remedy is palatable as honey and contains all
the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It quickly eradicates the
poisonous, disease-breeding acids and other
toxic matters from the system; regulates and
promotes the normal action of the organs,
gives vigorous appetite and digestion, and is
infallible in Prostration—following Fevers,
Anemia, Scrofula, Influenza, Wasting Diseases,
Throat and Lung Troubles, etc. Dr. W. A.
Young, of Canada, says: "Your tasteless pre-
paration of cod liver oil has given me
uniformly satisfactory results; my patients
having been of all ages." It is a product of
the skill and science of to-day and is successful
after the old style modes of treatment have
been applied in vain. To try it is to trust
it to forever after. It cannot disappoint
you and is effective from the first dose. Sold
by chemists everywhere. 6

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of
members of the above Club will be held on
SATURDAY, the 2nd October, 1900, at
12 o'clock, Noon, at the Offices of the Jockey
Club on the Ground Floor of the Hongkong
Club Annex, Chater Road.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1900. [664]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of Members of the above
Club will be held on SATURDAY, the 2nd
October, at 12.15 P.M., at the Offices of the
Jockey Club on the Ground Floor of the
Hongkong Club Annex, Chater Road, a
Notice regarding which is being sent to each
Member.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1900. [665]OSMAN &
CASUM,
1 & 3, D'AGUIAR STREET.JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1900. [667]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Company's Steamship

"MONMOUTHSHIRE,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's hazardous and/or extra hazardous
Godowns at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods are
landed.Goods not cleared by the 29th inst., at 6
A.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, where they will be examined at
9.30 A.M. on the 29th inst. No Claims will be
admitted after delivery of the Goods has been
effected to Consignees, and same must be
presented within ten days of steamer's arrival
here, otherwise they will not be recognized.JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 22nd September, 1900. [668]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 17th September, 1900. 4th per 5 Max.

BUTCHER MEAT.

Beef—Joint and prime cut—Moi Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shin 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sides—Ngau Lam 18

" Sausages—Ngau Yuk Chong 15

Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 50

" Head—Ngau Tau 80

" Heart—Ngau Sum 13

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 18

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 12

" Liver—Ngau On 12

" Tripe (undressed)—Ngau Yiu 6

Calves' Head and Feet—Ngau-chai-
tau-kook 50

Mutton Chop—Young Pal Kwai 23

" Leg—Young Pal 23

" Shoulder—Young Shau 20

Pigs' Chittlings—Chi chong 22

" Brains—Chi Kook 12

" Feet—Chi Kook 12

" Fry—Chi Chak 25

" Head—Chi Tai 18

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 8

" Liver—Chi Kon 30

Pork Chop—Chi Pal Kwai 23

" Corned—Ham Ngau Yuk 20

" Leg—Chi Pal 24

" Fat or Lard—Chi Yau 18

Sheep's Head and Feet—Young Tau
Kook 50

" Heart—Young Sum 50

" Kidneys—Young Yiu 9

" Liver—Young Gon 24

Sucking Pigs, To Order—Chi Chai 22

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Young Yau 23

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 30

" Capons, Large, Small—Sin Kai 30

" Ducks—Ap 16

" Doves—Pan Kai 18

" Eggs, Hen—Kai Tai 20

" Fowls, Canton—Kai Tai 20

" Hainan—Kai Tai 20

" Gosse—Nga 24

" Gosse, Wild Shanghai—Sheng Hoi Ye
Nga 20

" Mink Deer—Wong Keng 20

" Hare—To Chai 20

" Partridge—Gao Koo 20

" Pheasant—Shan Kai 20

" Pigeons, Canton—Pak Kup 20

" Quail—Um-Gah 20

" Rice Birds—Wo Fa Chien 20

" Snipe—Sa Chai 20

" Turkeys, Chok—Fo Kai Kung 20

" Hen—Na 20

" Wild Ducks, Shanghai, Sal-ap 20

" Teal, Shanghai, Sal-ap 20

" Wild Ducks, Canton—Sang Shing Sal
Ap 20

FISH.

Barbel—Ka Yu 12

" Bramp—Bin Yu 16

" Canton Fresh Water Fish—Hoi Sin Yu 15

" Carp—Li Yu 18

" Catfish—Chik Yu 18

" Codfish—Mun Yu 17

" Goby—Hal 21

" Goby—Mok Yu 15

" Dab—Sa Mang Yu 14

" Dace—Wong Mei Lu 12

" Dog Fish—Tik To Su 9

" Kels, Oong—Hal Man Yu 17

" Fresh water—Tam Sal Yu 15

" Yellow—Wong Sin 28

" Frogs—Tien Kai 33

" Groups—Suk Pan 52

" Gudgeon—Pak Kup Yu 12

" Harbinger—Tao Pak 18

" Halibut—Chong Kwan Yu 18

" Labrus—Wong Fa Yu 18

" Loach—Wu Yu 24

" Lobsters—Lung Ha 40

" Macarrel—Chi Yu 17

" Monk Fish—Mon Yu 23

" Muller—Chi Yu 24

" Oysters—Sang Hoo 24

" Parrotfish—Kai Kung Yu 18

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE-CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$88 per annum.

WEEKLY—\$18 per annum.

The rate per quarter and per annum, proportionally.

Subscriptions for any period less than one month

will be charged as for a full month.

The daily paper is delivered free when the address is

accessible to messenger. Post subscribers can have

their copies delivered at their residences without

any extra charge. On copies sent by post an

additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-

five cents (for cash only).

BIRTHS.

On September 14, 1909, at Shanghai, to Dr.

and Mrs. Baleau, a son.

On September 14, 1909, at Shanghai, the wife

of Mr. F. H. Crossley, of a daughter.

MARRIAGE.

On August 9, 1909, at Beira, Portuguese

East Africa, Colonel Gerald Hope Wilding

O'Sullivan, late Royal Engineer, Inspector

General da Fazenda, Companhia de Mocimboque,

to Clara Louisa, only daughter of the late

Albert Oswald, Esq., of Shanghai, China.

DEATHS.

On September 15, 1909, at Chaoshan, near

Changsha, E. Bohm, Capt. of N.D.L. steamer

Mol Yu, aged 55 years.

On September 17, 1909, at Shanghai, Peter C.

Simonsen (U.S. Navy, retired), aged 60 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 23, 1909.

THE OBDRACY OF CANTON
OFFICIALS.

Although it is in the nature of a platitude to refer to the intimate trade relations that exist between Hongkong and Canton it may not be amiss once again to emphasise the point by calling attention to the effect which a purely domestic squabble in the Southern capital is exercising on what is still one of the most important trade products in Hongkong. It is some weeks now since we were in a position to announce that the opium dealers of Canton were

up in arms against the Provincial officials, because of the resuscitation of a dead and forgotten order regarding the taking of permits in triplicate before the opium could be sold in the Southern Provinces. Nobody seems to know when that order was originally issued, or what were the special reasons which induced the Government to place an additional burden on the shoulders of the Canton opium merchants. Possibly some officious and self-seeking underling saw an opportunity of securing another "squeeze" for the benefit of those in authority, not forgetting himself, or it may be that the order was promulgated with the object of inserting the this end of the wedge which would break up the trade of the merchants and lead to the monopoly in the sale of the drug, which the Provincial Government has sought by divers methods to obtain. Whatever the real reason, the regulation fell on barren ground and was ignored by the merchants concerned. Strangely enough, the officials also appear to have forgotten its existence, or it did not suit their convenience to give it effect. These are questions of Chinese official subtlety which it is useless for us to inquire into, because nobody yet has been able to fathom the workings of the official mind. In any case, the opium merchants in Canton pursued their business in contempt of an order which remained in abeyance—until the other day some busybody resurrected the order and declared that no foreign opium could be sold or distributed for sale unless the permit in triplicate had been granted by the police authorities. The opium merchants refused to obey the order and one member engaged in the trade was arrested and his place of business closed. His fellow-guildsmen immediately took sides against the Provincial Government and, as an evidence of their sympathy with the trader who was made the scapegoat, shut up their premises and went on holiday. As will be seen, there was no question of foreign interference in this case; it was entirely a matter between the officials and the merchants in Canton. And yet the actual sufferers by this concerted attempt to thwart the officials were not the merchants who had voluntarily suspended business but the Hongkong firms engaged in supplying Canton with opium. When it is explained that in the ordinary course of business, when trade is unimpeded by the jealous and absurd restrictions of short-sighted officials, the weekly shipment of opium from Hongkong to Canton averages between 150 and 200 cases, representing a value of \$150,000 to \$200,000; it will be recognised that far from being a trivial question, this act of passive resistance on the part of the merchants in Canton is of vital importance to one of the chief branches of the distributing trade in Hongkong. It is worse than a boycott because a boycott is generally an expression of retaliation for misdeeds, either actual or fancied. Whereas here the Hongkong traders had no say in the matter one way or the other. The Canton merchants went out of business and as they required no more goods the supplying firms found themselves up against a dead wall. We have nothing to do with the question whether the merchants in Canton are right or wrong in the attitude they have adopted. That is their business. And as for the officials, they probably have proof to show that they were acting according to orders issued from the viceroy's yamen at some indefinite period. But this much is certain. British traders are entitled to expect that no restrictions will be imposed against the buyers of their goods such as would of necessity lead to the dislocation of trade. While it is true that certain privileges in respect of opium have been preserved by the Chinese Government under the various treaties, it is also the fact that the interests of British merchants are safeguarded to the extent of allowing them a fair field for the disposal of their goods, and if the officials erect a barricade against the free circulation of opium by requiring certain vexatious conditions to be observed by the Canton merchants they are violating in spirit and in fact the principle of the treaties. It was, therefore, quite within the province of the Hongkong dealers to appeal to the Consul-General for Great Britain at Canton to obtain redress for their grievances—but, as we all know, once an official department has taken up a certain position it has to be blown up by dynamite before it will move an inch. The Consul-General did make representations to the Viceroy, but who had the Viceroy's ear to begin with and what was the plausible tale they unfolded to His Excellency, who is still raw to administrative methods in Canton? At all events, these representations had no effect, and now the services of the Hongkong Chamber of Commerce and the Foreign Office have been called to the assistance of those dealers who have been made the vicarious victims of official ineptitude. If this order which has caused all the trouble was considered so unimportant that it was shelved immediately after being issued, surely it might be quashed for good and all and thus end what is nothing more or less than a storm in a teacup so far as the parties in Canton are concerned, although it is a matter of vital importance to this Colony,

which is already in the vortex of commercial depression. As we stated yesterday, new outlets for the disposal of the opium brought to Hongkong have been found in Saigon and Siam, but it is impossible to say what reliance can be placed on them as permanent markets. Even were they to become regular customers, that does not in the slightest degree affect the argument that the hasty and ill-advised action of the officials in Canton has seriously affected the legitimate trade of British merchants. Perhaps the Canton authorities will come to their senses when they find that whatever revenue they derived from the opium trade has been permanently diverted from their grasp by the opening up of new centres of distribution.

WHY NOT CHINESE VOLUNTEERS?

So much has been written lately in the Shanghai papers regarding the soldierly qualities of the Chinese detachment of the Shanghai Volunteer Corps, especially in connection with the presentation of an Imperial banner from the Prince Regent, that one wonders how it is that Hongkong jogs along without a similar company attached to our gallant volunteers. It cannot be from any spirit of racial prejudice and we scarcely think that the Government would deny the Chinese the virtues of grit and stamina when drilled by British non-commissioned officers and led by men in whom they can place their trust. We can remember with what regret the officers of the Weihaiwei companies witnessed the disbandment of the native troops whom they had brought to a state little short of perfection. We have all read how the Chinese troops under General Gordon quelled the Taiping rebellion, the general with a cane in his hand assured of the staunchness and discipline of his little army. And now we hear the Chinese Company of the S.V.C. lauded to the skies, recognised by the Prince Regent himself, honoured by the citizens of the Northern Settlement and praised by its officers—men who are not likely to give free vent to any admiration they may feel lest the company should become conceited. In Singapore there is a Chinese detachment which is so strong that the members have their own headquarters, drill hall and club conveniences. Indeed, as many readers must have noted, one of the crack shots in the Singapore Volunteer Corps is a Chinaman who is invariably picked to represent that Settlement in the interport matches, and his score is never the lowest. How comes it then that in Hongkong, where the volunteers are always being encouraged and patted on the back by Governors and others of lesser degree that it has not been thought worth while to promote a Chinese company of volunteers? With all due respect to the members of the volunteer corps as it stands at present, we scarcely think that they could afford to say anything against the idea; certainly it should not affect their *amour propre*, because as it is, we understand that the coterie system is not entirely eliminated from that body. But, in any case, the Chinese volunteers would not hob-nob with the future tarsps of the Colony; they would belong to a company of their own, under a European sergeant-major; they would have their own forms of amusement and their own messes, and there would, therefore, be no occasion for East and West to clash. How often have we heard Sir Matthew Nathan urging the youth of Hongkong to join the Volunteers! Of course Sir Matthew had no easy time while he ruled in Hongkong and it is just possible that his successor would be equally enthusiastic in seeking to bring the corps up to its full strength were it not for the fact that he has been working like a dray horse since he set foot in the Colony. We have seen letters in the papers from the commandant begging the members of the corps to get their friends to join. And what has been the result? So far as we know there has been no result at all. Without wishing to disparage anybody, we should say that a good many volunteers used to join because of the camp at Shobocotters. Last year we were seriously told that the camp was a foretaste of imprisonment with hard labour; there was no occasion for the warriors to describe the fun as being "fast and furious"; it was all hard graft, racing up hills with twelve pounders and racing back again. Many a man worked harder doing the camp period than he had ever done in all his life before. But the genuine volunteer who believes it to be his duty as it is his privilege and not his necessity to fit himself to take the field in defence of his country, did not regard the manoeuvres in the light of a picnic, granted through the benevolence of the ratepayers of Hongkong. And it is men like these, that are wanted in the H. K. V. C., not your lack-a-daisical, namby-pamby mothers' darlings who delight to have their uniforms tailor-made so that they may appear to advantage at church parade. Now, it has been the experience of Singapore and Shanghai that when the Chinese enlist as volunteers they throw themselves whole-heartedly into their duties and suit themselves like men. Their enthusiasm may not be of the flamboyant sort,

but it is deep-seated and sound. Why then should not the Government endeavour to raise a company of Chinese volunteers, who would be a credit to the Colony and whose appearance at official functions would be a testimonial to the wise action of the Colony? We are to have a Unity day one of these days; would it not be advantageous to enlist the resident students in such a company, so that their hours of recreation might be spent in profitable exercise? We already spend a sum verging on \$50,000 per annum for the volunteers we have, and it would not be out of the way to add a trifle more to encourage a movement which would undoubtedly prove an influence for good. Of course the Colony is "hard up"; everybody knows that, but money is frittered away in directions from which little or no benefit is derived, and if a proportion of that sum were devoted to the formation and equipment of a Chinese detachment of volunteers we venture to say it would be money well spent. Singapore seems to think so and Shanghai says ditto, so why should Hongkong be left out in the cold?

LOCAL AND GENERAL.

The pepper industry in Port Dickson and district is languishing. There are but a thousand acres under cultivation at present.

The will of the late Dr. George Dods, M.D., some time practising in Hongkong, afterwards at Florence, Italy, has been proved at £12,850.

PRESIDENT Tsi denies ordering any reduction of the American Army. The difficulty, he says, is to obtain sufficient recruits to keep 20,000 with the colours.

It is a strange fact that Chinese gardeners prefer to rent the lands of Malays and others to carry on their trade, rather than take up the land on their own account, paying larger rents than they would have had to do if leased direct from the Government.

CANTON DAY BY DAY.

OFFICIAL ARRIVALS.

[From Our Own Correspondent.]

Canton, 22nd September.

This morning at half past eight o'clock Viceroy Yuan Shu Hsun, accompanied by his secretaries of foreign affairs, Tao-tai Su-Yui Chiu, Expectant Prefect Sit-Wing Nin and Mr. Wong Ming, proceeded to the Shamen to return the official calls on the different foreign consuls at Canton.

APPOINTMENT.

An Imperial decree was issued on the 20th instant in which Wong Ping Pit, at present Tao-tai of Coosabury in Canton, is transferred to Kwangsi as Tao-tai of Coosabury in that province, and Lau Wing Tin is appointed successor to Wong Ping Pit in Canton.

CLAM FIGHT.

With reference to the serious clan-fight which occurred between the people of the village of Po Leung and those of the village of Lung Hing, in the Namhoi district, as reported a few days ago, the bad feeling between the rival clans is still smouldering and on the smallest pretext one party will attack another with fire arms, &c., regardless of the presence of the Namhoi Magistrate and the "braves" who were sent by the Viceroy to the place to restore order. The Magistrate returned to Canton on the 19th instant and reported to the Viceroy the loss of nine lives in the first village and thirteen in the second. On the 21st instant the Kwangchow Brigadier General, Li Mung Yuet, accompanied by the Namhoi Magistrate, together with a large number of soldiers, was despatched by the Viceroy to restore order.

RAUB AUSTRALIA V GOLD MINING CO.

Following is the result of crushing operations at Raub for the four weeks ending 21st instant:—Bukit Koman.—Tons crushed, 3,330; gold obtained, 881 ounces; average per ton 5.20. Bukit Malacca.—Tons crushed, 1,862; gold obtained, 158 ounces; average per ton 1.70.

YELLOW PERIL AGAIN BROUDED.

CHINESE SOLDIERS FLOCKING INTO MONGOLIA.

A Russian correspondent, quoted by the *Daily Worker*, from which the report is translated, sends the following sensational news from Kiakhta:—From China to Mongolia are passing numerous Chinese, obviously either artisans or agriculturists. Their ages range from eighteen to thirty, but no older. Very few call at Urga itself, but pass it to the West. They are well clad; they have waggons, tents, &c. It has not yet been ascertained whether they are migrating. According to this informant several tens of thousands of these people have already passed and this only during the current summer! An American missionary (also military agent) with whom the narrator travelled to Kiakhta, affirms that there are not simple settlers, but positively soldiers, for whom weapons are supposed to have been already delivered.

This news, adds the Russian paper, is open to serious doubt. Why should China, if she wished to move her troops within the confines of her own empire, to places situated close to the Russian boundary, or to the boundary itself be obliged to have recourse to the masking of her movements? Similar rumours were earlier communicated with reference to the boundaries of Eastern Bialai, in which the fantasy of Messieurs les correspondents scattered armed bands of Chinese even along the line of the Trans-Bialai Railway almost as far as Vladivostok!

Sunning Railway.

THE EXTENSION LINE.

PROTEST FROM SAN-UI.

[From Our Own Correspondent.]

Canton, 22nd September.

The Sunning Railway Company is reported to have obtained from the Ministry of Posts and Communications the right of extending the Sunning Railway from Kung Yick Fau market-town to as far as Kungmoon, the whole of the proposed line lying within the district of San-UI. The Sunning Railway Company has now invited subscriptions for shares at \$5 each from the public to raise the required funds for the undertaking. Not till recently, however, have the people of San-UI district brought forward any protest against the Sunning Railway Company as regards the Company's undertaking in that district. Now they assert that the line should be built by themselves and with their own money.

The San-UI people have consequently been holding public meetings at the Ming Luen Tong Assembly Hall and have agreed to raise a capital of two million dollars, of which sum half is said to have been already underwritten. They are now endeavouring to lay before the Ministry of Posts and Communications at Peking a claim for the restoration to them of the right of building the railway within their district.

THE SAI KUNG MURDER.

PRISONER FORMALLY REMANDED.

At the Magistracy, this afternoon, before Mr. J. R. Wood, the Chinaman who has been arrested for the alleged murder of his sister-in-law near the San Cheong village, in the New Territory, on the 13th inst. as the result of a long-standing dispute was arraigned on the capital charge. Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, prosecuted. The prisoner was undefended.

Dr. J. W. Hartley, Medical Officer at Kowloon, deposed to having been present at the *post mortem* examination held on the body of a Chinese woman on the 15th inst. Witness attributed the cause of death to loss of blood and said he saw a deep wound in the region of the buttocks two inches long and about two and a half to three inches deep. The knife must have entered the artery but he could not say whether the stab was caused by one blow.

Further evidence was called and the case remanded.

THE MACAO BOUNDARY QUESTION.

A WARNING.

The Wai-wu-pu has wired to the Viceroy of the Liang Kwang Provinces to the effect that it has heard a lot of wild rumours regarding the Macao Boundary Question and the Boundary Protection Society has telegraphed that the Portuguese have despatched warships and troops to Macao. The said Society is perfectly entitled to discuss the question in a peaceful and proper manner but it has no right to spread dangerous rumours and raise the public feeling against the Government concerned, thus inciting the people to disturb the peace and should be stopped at once. The Police Tao-tai has, under the Viceroy's instructions, issued a proclamation prohibiting the spreading of rumours concerning the Boundary question and warning the Committee of the Boundary Protection Society.—*Shanghai Times*.

SHELL TRANSPORTS.

There has been a sensational rise in the share of the Shell Transport and Trading Co., remarks a recent London financial journal. The writer says:—Rumours of various kinds have accompanied the advance, one being to the effect that the presence in New York of Mr. Deterding, a Shell director, indicates negotiations for a working arrangement with the Standard Oil Co. Of another rumour, however, as to a rich strike in Borneo, I have now official confirmation and my own doubts. The directors stated in their recent report that depreciation on a sufficient scale having been provided for by the Bataafche and Anglo-Saxon companies, they did not deem it necessary further to increase the reserves, in that there is every reason to anticipate a more liberal distribution of revenue in the early future.

VOLUNTEER CORPS ORDERS.

Parades at Head Quarters at 5.30 p.m. Monday, September 27th. Recruits' Infantry Drill. Infantry Company Lecture. Tuesday, September 28th. Specialists' Training. Gun layers, range takers, signallers and fuse setters. Wednesday, September 29th. Gun Drill. 1 and 4 Companies. 4 B. L. howitzer. 3 and 4 Companies. 295 Q. F. instructors, Sergeants Moore and Carman, R. G. A. Friday, October 1st. Officers' and Specialists' Fire Discipline. Instructor, Sergt. Carman, R. G. A.

Parade at Taikoo at 5.15 p.m., Thursday, September 29th. 295 Q. F. Gun Drill and instruction of gun layers. Instructor, Sergt. Moore, R. G. A.

JOINED.

Mr. H. Hunter joined the Corps on the 21st September, assigned Corps No. 1, 103 and posted to No. 3 Company.

A TELEGRAM from Hangchow says that the Governor has undertaken to raise Tls. 1,000,000 for the navy organisation. The Provincial Treasurer, Salt Controllor, the Grain Intendant and the Police Bureau will jointly contribute Tls. 250,000 a year, for four years, and the Hangchow, Ningpo and Wenchow Customs will subscribe Tls. 250,000 for the same period.

THE HABBAS CORPUS CASE.

PRISONER DISCHARGED.

Before the day's business commenced at the Criminal Sessions this morning, the Chief Justice delivered judgment in the recent *habbas corpus* case. It may be remembered that an application was made the other day for a writ of *habbas corpus*, in the course of which interesting details were adduced.

His Lordship said in part that he was sorry that in this case he had again to pick holes in the procedure which had been followed, but he was bound to do it. Three important points had been raised but one of them seemed to go down to the very roots of the administration of justice—that no Magistrate or Judge had any right to delay justice. When he had made up his mind he was bound to deliver judgment. This could not, of course, be dealt with in any formal way, and it was left entirely to the judicial discretion of the Judge or magistrate. In this case it had been stated by the Crown Solicitors that the magistrate had made up his mind that he would not commit the prisoner on the charge of murder owing to difficulty of identification and promised at a future date to discharge him, and then take evidence on another charge. Yet prisoner, entitled to his discharge, was brought up on the 4th and remanded until the 10th. Apparently, the second remand was in order that another warrant might be served up on him. There was a tendency, he thought, to be complacent in the administration of the law after extradition and certainly the second warrant could undoubtedly have been served and executed on this prisoner, and so he would not then have been entitled to discharge. But being entitled to discharge, he was entitled to be free, and before the second warrant was served upon him. With regard to the magistrate not sitting in the Court, His Lordship said that though it might be considered a technical point, he considered it of importance and held that the steps taken were not in Court at all and that the prisoner was entitled to his discharge.

Mr. Eldon Potter, in the absence of Mr. M. W. Slade, applied for prisoner's release without appearance in Court. The application was granted.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INTERIM DIVIDEND DECLARED.

The manager of the Chartered Bank informs us that he has received from his London Office a telegram advising that an interim dividend has been declared for the past half-year to 30th June, 1909, at 13½ p.a. free of income tax.

ROBBERY AT SEA.

THE RECENT OUTRAGE AT CHUNG CHAU.

At the Criminal Sessions this morning, the Chief Justice presiding, two Chinamen were arraigned on charges of armed robbery at sea and receiving goods. Sir Henry Berkeley, K. C., Acting Attorney-General, instructed by Mr. F. B. L. Bowley (from the Crown Solicitor's Office) appeared for the Crown, while Mr. Eldon Potter, instructed by Mr. Reader Harris (of Messrs. Wilkinson and Grist) represented one of the prisoners.

The jury were as follows:—Mr. E. M. Hazland (foreman), Messrs. J. J. Lousies, S. C. da Luz, J. Rodger, W. Schmidt, F. F. Barretto and W. L. Leask.

The facts of the case as outlined by the prosecution were that the prisoners (Leng Sui and Lai Fong) with a number of others who had succeeded in effecting their escape, held up a junk on the 18th July last off Chung Chau Island and after tying up the crew, took possession of the junk, and removed the entire cargo consisting of \$17 in money, ten bales of cotton, 300 bags of flour, 64 packages of medicine and other goods aggregating to the value of \$14,000. The evidence showed that it was a carefully planned attack which was skillfully carried out and safely accomplished. Shortly stated, it appears that the *Sam Fok Hop* junk left Hongkong for Sai-Tung on the day in question with a large cargo. The junk left Hongkong harbour shortly after three o'clock in the afternoon and reached Chung Chau at about seven the same evening and anchored off the island. At about nine o'clock that night, the crew, who numbered thirteen, heard two blasts from a steam-launch. Shortly afterwards, they saw three men leave the launch and board their junk. The men said they were officers of the law and demanded to see the permit allowing arms and ammunition to be carried. As there was a quantity of arms and ammunition on board the junk, the accountant of the junk proceeded to produce the permit but no sooner was his back turned than a bag was thrown over his head. He was then taken to and shut up in a cabin, together with the rest of the crew. The men then heard a scuffling of feet above them and the rattle of chains as the anchor was dropped. After some time, the men heard the anchor being hauled up and felt the sailing away of the junk. After several days' confinement in the cabin, during which the men were fed by rice being lowered to them, they felt a grating noise and found themselves stranded on a sandbank miles away from civilization. The accountant subsequently informed the Police of the affair, as a result of which, the two prisoners were apprehended and duly arrested.

Evidence was then called and the case adjourned.

A RETURN of the naval expenditures of the Powers shows that while Britain's total was £55,000,000, compared with Germany's £19,500,000, that of the United States was £28,750,000.

THE *Siam Free Press* learns that many ships of war are being constructed in the north at present and will be shortly floated down the Mekong to Bangkok. Owing to the heavy rains and high floods, this year will be a good task year for Siam.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE LABOURERS FOR SAMOA.

GERMAN RECRUITING SANCTIONED.

[By courtesy of the "Sheung Po"]

Swatow, 22nd September.

The Swatow authorities are willing to grant permission to the Germans to recruit six hundred labourers for Samoa.

NAVAL COMMISSIONERS. DEPARTURE FROM NANKING.

[By courtesy of the "Sheung Po"]

Shanghai, 22nd September.

Prince Shun Pui-lap and Admiral Sah Pen-ching, naval commissioners, left Nanking on the 21st inst for Hankow.

They did not land at Wuhu.

A NAVAL REQUEST. REFUSED BY VICEROY CHANG.

[By courtesy of the "Sheung Po"]

Shanghai, 22nd September.

Viceroy Chang Jen-chun has notified the Waiwupu that a certain foreign man-of-war has applied for permission to drill a company of marines on a specified ground on the banks of the Yangtze.

Viceroy Chang has refused sanction and has detailed guards to watch the place.

THE MANCHURIAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 22nd September.

Germany, France and the United States, and also other Foreign Powers, considering the recently concluded Manchurian Agreement detrimental to their interests and in favour of Japan and Russia, have notified the Waiwupu accordingly, urging for a modification of the Agreement.

MUZZLING THE PRESS.

STRINGENT REGULATIONS WANTED.

[By courtesy of the "Sheung Po"]

Peking, 22nd September.

The Waiwupu has requested the Board of Civil Affairs to enact stringent regulations in order to muzzle the press.

Later.

The Censors have jointly memorialized the Throne to the effect that the Waiwupu's attitude towards the Press, in regard to affairs affecting the Three Eastern Provinces, has been quite disappointing to the Press, and they do not consider it right.

The memorialists urge that liberty should be granted to the Press to report on questions relating to Manchuria and to make such comments thereon as they may think fit.

PLANTER'S TRIP TO THE POLE.

MERRY SKIT FROM ISLE OF SPICED BREEZES.

The following, says the *Canton Observer*, will add to the gaiety of nations in this little island, where the climate is almost the opposite pole to either of the other Poles.

Discovered North Pole. Met all the 'Meridians and their families. Pleasant party. No signs of Cook—or Peary's star-spangled banner; guess it was stolen.

Proceeded via Morawakora, Superintendent of Beverley very hospitable; provided dogs and tea chests. Followed game traces to Koolona. Fine game country. Previous reports of ice around Polar Region quite erroneous. Was accompanied last stage of the journey alone by box chooly, Ramasamy.

Balls ran short at 8th parallel. Ramasamy died. Buried him in ice flies; 1 man—game track. Sorry he cannot corroborate. Dead men tell no tales. Food short on return journey. Consumed last rubber biscuit entering Rakwana.

Disbelieve all rival claimants till I come. Have not sent my scientific data by post to the South Pole.

Am not an American, and did not sail up any big dog—Yours all we meet—Annals.

V. R. C. SPORTS.

FIRST DAY'S FETE.

In ideal weather, the opening events of the Interport Contest came off at the Victoria Recreation Club this afternoon. Great interest was manifested in the various events. The spacious premises of the aquatic institution were packed to its utmost capacity with members and their friends, while the edge of the prays held crowds of spectators several lines deep. Following are the results of the opening events up to the time of going to press:—

4.30 p.m. 1—HALF-MILE INTERPORT CHAMPIONSHIP. 1—C. Humphreys. 2—A. A. Claxton. 3—R. W. MacCabe (Shanghai). 4—E. Prince (Shanghai).

Time: 65.35 secs.

Humphreys won easily.

4.30 p.m. 2—TWO LENGTHS (Open to Army, Navy and Police). 1—Gunner Birch, R. G. A. 2—Corporal Burke, The "Buffs"

Time: 46.15 secs.

4.45 p.m. 3—FOUR LENGTHS HANDICAP. (Members Only) 1 Heats.

First Heat—1—P. M. Remedios. 2—A. H. Carroll.

Time: 1 min. 42 secs.

Second Heat—1—H. C. Sayer. 2—A. B. Harros.

Time: 1 min. 44 secs.

JAPANESE IN CHINA.

The *Echo de Chine* of 14th inst. contains an interesting article translated from the columns of the *Yin Chou Kih Pan*. The author of the article is a Japanese, whose object is to advocate a vigorous policy on the part of Japan in her financial and commercial dealings with China. The *N. C. D. Asia* translates some of the more salient portions of this article, the importance of which cannot be overlooked:—

Now that Occidentals are coming to understand that China is a country in which they can enrich themselves, they will come pouring into the country to engage in commercial enterprises. If we Japanese to-day do not do all that is in our power to obtain our due financial rights in China, in ten years such rights will have passed entirely into Occidental hands.

We are of the opinion that our Government should send immediately many of our fellow-countrymen into the interior of China. Since our language and race are similar to those of the Chinese, it would be very easy for us to become merchants and professors. It would be much easier for us than for white people to have close commercial relations with the Chinese.

Eight years ago we started in Shanghai the Tung Wen College. This school has already supplied us with 270 students, who have a perfect knowledge of the Chinese language, both spoken and written. They have penetrated into the interior of the country and are now able to engage in business with the natives without the intervention of compradors. What benefits might not accrue to us were we largely to increase the number of such students!

For ten years we have entirely ignored the financial state of China. Since last year, however, many Japanese books have appeared which treat of Chinese financial and commercial matters. To speak frankly, if we are now acquainted with the pecuniary and financial situation in China, it is because we have founded the Tung Wen College and have sent one hundred of our young men into the eighteen provinces of China, to make a study of commercial matters. If we continue on these lines we shall assuredly come to have a yet better knowledge of the financial state of China.

Let our capitalists and merchants be of one mind for the development of their industries and their commerce. If they can act in this way, in ten years it will not be the white people but we who shall obtain the financial rights of China, and the Occidentals, no longer able to compete with us in China, will return to the Occident and give way to profound despair.

A KING'S EXPENSES.

INADQUATE CIVIL LIST OF THE PORTUGUESE MONARCH.

The committee appointed by the Portuguese Parliament to investigate the royal finances expressed the opinion that the yearly grant of 365 contos of reis (£73,000) is insufficient, and does not enable the King to meet the current expenditure of the royal household, which is as follows, according to the official figures:—

Maintenance of the Royal Palaces and gardens	£20,000
Ceremonials, entertainments, etc.	12,000
Charities	7,000
Salaries of Court officials	26,000
	£65,000

This leaves only £8,000 for private expenses, provisions for the palace, clothing, etc., which is by no means adequate. To lessen the royal expense the maintenance of the Royal Palace Necessaries in Lisbon and the country Palace Pe. a Castle at Orla will henceforth be borne by the State; this expense is estimated at £11,000 per annum. The committee further suggests the reduction of the palace staff, comprising many superfluous officials appointed during the reign of King Carlos, and generously maintained since by King Manuel.

A Bill whereby all future Ministers of Finance are to be held personally responsible for any advances to the Royal house without previous consent of the Cortes has been formally presented in Parliament by the present Minister of Finance, and will shortly become law.

COMMERCIAL.

Following are further alterations in Messrs.

E. S. Kadorie & Co's share list to-day:—

Anglo Malays £146 buyers

Castlefields £576 buyers

Highland & Lowlands £71 buyers

Kuala Lumpur £63 buyers

Lingbo £56 buyers

Ledbury £136 buyers

Balgownie £56 buyers

Raglan £32 buyers

ENGLISH IN THE EAST.

THE SCHOOLMASTER ABROAD.

It is not often that any nation gets, twice in the same year, such an opportunity of extending its language by peaceful means as England has this year in the Near and Far East. Yet, in all probability, the English people will let both opportunities slip by without utilizing them.

In China, as is well known, English has got a tremendous start over all its rivals, even over Japanese. It is spoken, though in a mutilated form, by several millions of natives in the Treaty Ports and surrounding districts; and is the lingua franca of the country to the same extent as French is the lingua franca of the Ottoman Empire. The Hongkong University scheme now proposes to lift English from the hongs and the docks to the universities, and thus to place it in a position somewhat similar to that occupied by Latin during the Middle Ages in Europe. But because this scheme is not being conducted under missionary auspices, the Rev. Lord William Gaseoyne-Cecil denounces it as "un-Christian" and proposes to fritter away English effort and English money on the establishment, in the centre of China, of a college whose missionary leanings and proselytising tendencies condemn it in advance to sterility. On this point, we might profitably take a lesson from the manner in which the Germans are supporting their admirable scheme for a Chinese high school (undenominational, of course) at Kiaochow.

THE ENGLISH POINT OF VIEW.

In Turkey no Western European language is so largely read and spoken as French; but strange as it may seem, many of the Young Turks regret this fact, and are at present making a great effort to replace French by English. While admitting the great value of French literature and French civilisation, the leaders of this movement are strongly of opinion that English literature and English civilisation would be far better suited to the spirit of the Osmanli. In support of their statement, these men point to the objectionable French novels that are pouring into the country in greater numbers every year. They also tell how remarkably Turkish boys thrive in English schools with their atmosphere of games and sport, an atmosphere in which the Osmanli is as much at home as the Britisher. Finally, they are frankly delighted with the English view of marriage, of home life, of politics, of journalism, of Liberalism, of Parliamentary Government; and are convinced that the adoption of these views would be the salvation of Turkey.

This Anglophilia goes so far that it has already taken practical shape in the form of a scheme for the establishment of a great Anglo-Turkish school on the banks of the Bosphorus. The leading spirit in this enterprise is Tewfik Fikret Bey. This gentleman is the leading Turkish poet of the present day, and his splendid allegorical song, "A Mist on the Bosphorus," did much to rouse the men who carried out the revolution of July. Under the old regime it was circulated largely in manuscript, and became familiar to all the Young Turks, especially to those living in Macedonia.

THE REVOLUTION OF TURKEY.

Tewfik Bey is, however, something else than a poet. He is an educationist of very great ability, organising power, and sympathy, and as director of the great Turkish school of Salata-Serr, Pera. Constantly (to which, by the way, all requests for information regarding this enterprise should be addressed), he has already made a profound impression in Turkish educational circles.

As regards the objects he has in view, the following extracts from his prospectus will be of interest to English readers:—

"The New School" proposes to make of the boys who are accorded to it young men capable of directing their course in life and even of becoming of valuable assistance in the regeneration of the Ottoman Fatherland.

Thanks to an elite composed of such citizens, the Ottoman nation will be able to withdraw itself in time from the pernicious influence of a decadence that has been going on for centuries and which has been accelerated by the unrepentable despotism of recent years, and will assure the duration and the fruitfulness of the political evolution so happily commenced. This is indisputable.

The influence of our surroundings in Turkey being still very pernicious as a result of the unfortunate legacy of the past, we must remove our children from that influence, as soon as possible and educate them under such conditions as will enable them to appreciate personal dignity, their duties, and their social and political rights, and so that they will appreciate at its just value the happiness of modern life based on respect for the human personality. It may safely be concluded that, under these conditions, they will acquire an exact and practical understanding of life and will even be able to constitute, later on, model families and groups destined to create the Ottoman society of tomorrow, a society which will definitely assure the opening of the nation.

The Ottoman and English languages will be taught to all the pupils and general instruction will be given them in these two languages simultaneously. After our national language we have adopted English in preference to all other European languages, because it is that of a people whose spirit of independence, and initiative ought constantly to be an example to us. And it is language the means par excellence of assimilation?

THE NEW ERA.

I might mention, in conclusion, that if Fikret Bey had accepted all the names that have been offered to him as patrons of the school he would have had those of many highly-placed persons including that of the ex-sultan Abdul Hamid. He declined all such names, however, and only took those of men who were really interested in his scheme. One of them is the name of Sulaiman el Bupiani, the great Arabian scholar who, as deputy for Beyrout, recently visited England as a member of the Ottoman Parliamentary delegation.—F. McCullagh in *Morning Leader*.

THE FOOCHEW TYPHOON.

DETAILS OF THE DISASTER.

The *Foochow Echo*, of 15th inst., reports:—In the early hours of Wednesday, the 15th inst., Foochow was visited by a typhoon of unusual severity and although it raged for no more than six hours it easily ranks as the most violent of any typhoon which has visited this Port for the past twenty years. On retiring to rest on Tuesday night very few of the community had any idea that before morning they would be roused to do battle for their houses and homes, and, in fact, the Chinese floating population, usually so correct in their judgment as to the near approach of a typhoon, ridiculed the idea of any such thing impending. The evening of Tuesday was calm with bright starlight and certainly gave no indications of being the forerunner of a storm of such great severity. Therefore, it is not to be wondered at that when the wind commenced at about three a.m. practically no one was prepared and the toll taken from the river folk was exceptionally heavy. The wind increased in violence rapidly, reaching its full force at about 6.30 a.m. when the barometer in the Club registered 29.10, and there is no doubt that had it continued at its full strength for any considerable length of time few houses would have been left in Foochow. As it was, practically no house escaped unscathed, all being more or less seriously damaged and presenting all the evidences of the fury of the wind. Several houses were unroofed, others lost shutters and walls, while in the case of Jardine's house the white fell through the roof and on to the bed of the manager who, luckily enough, had just left that particular spot. At the 'Chinese Girls' School a chimney fell through, the debris falling immediately in front of a girl who was standing in the door frame in the room below.

THE SCENE ON THE HILL. Trees of some 200 years old have been uprooted and damage to the shade trees has been done to an extent such as will take many years to remedy while the telephone services—native and foreign—have been wiped out. The banks of the river for miles were littered by the wrecks of the various craft, while large ocean-going junks were buddled together in every conceivable style of confusion. Many junks were ashore on the end of Chun Chow Island, the houses at that point having been smashed by the undesirable visitors. House boats without masts, sampans and boats bottom up, cargo boats with decks awash were to be seen at all points, while the houses all along the banks of the river were hanging in all conceivable shapes, as though they had been struck by dynamite. The pontoon and jetty on the Ewo Bund had disappeared, two deep water steamers were lying alongside Messrs. Siemens & Kiehn's jetty and kerosine (from the many boats which had sunk with cargoes from the various depots on the other side of the river), was floating in oily masses on the surface of the water. As for the Oil Installations, the Match Factory and Sawmills on the North side all these caught the full force of the blow and the damage done to buildings there has been enormous. They look more as though they have gone through a bombardment than of having met the force of a gale of some six hours' duration.

Up to the time of writing we have not received full advice as to the damage done AT PAGODA ANCHORAGE, although we understand that the Customs there has suffered severely and all the gigs have been lost with the exception of one. It is quite impossible for us to state with any degree of accuracy what the death roll amounts to but we are thankful to say that we have not to record any fatal results among the Foreign community although many narrow escapes took place.

At Kuliang, THE HILL RESORT, enormous damage has been done to the many houses dotted round the hills and had the typhoon occurred a few weeks earlier we are certain that we should have had to record the death of some of the occupants. Luckily enough, practically all the Missionaries, who occupy the great majority of the houses during July/August, had already left but the ladies still remaining at Kuliang suffered a night of horror and anxiety. The house occupied by Dr. Churchill and family was entirely swept away and it was only after they had spent some hour and a half sheltering under a boulder that they were able to reach a neighbouring house, there to obtain covering other than the night clothes in which they had escaped from the ruins of their house. Possibly, as fuller details come to hand, further dreadful experiences by other sojourners on the hilltop will reach us. In passing, we cannot help remarking that every now and again similar experiences are met with at Kuliang and we are apt to wonder how long people will be content to endanger their lives and limbs by occupying houses so unsuited to the weather conditions which are to be met with in such an exposed position as Kuliang. Only the best and finest buildings should be erected there and yet, with a few noteworthy exceptions, the class of house found there is quite unsuited to the strains it is called upon to bear.

CROPS RUINED.

Builders are in great request by everyone and they will certainly reap a rich harvest during the forthcoming weeks. The crops of olives and oranges in the districts surrounding the port have been practically ruined and this will go to materially swell the monetary loss occasioned by the typhoon which in other directions cannot fall short of twenty fives of dollars.

On Thursday, finding that there was but small hope of the speedy re-erection of the land lines between here and Harp Peak the Telegraph Co. forwarded several messages to the cable station by launch, hoping that these messages could be despatched thence. Merchants were greatly disappointed to find when the launch returned here on Friday morning that no communication could be made with

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queen Adelaide, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

Tail well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c. throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd September, 1909. {673

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KITANO MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 30th September will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 23rd September, 1909 {458-459

the outside world as the cables from Sharp Peak were interrupted and had been ever since the typhoon. They were also informed that it would be several days before they might expect the service to be resumed. The Telegraph Co. are now arranging to forward their messages by steamer to Amoy and Shanghai respectively but, naturally, such makeshifts cannot be other than unsatisfactory to the tea-merchants who are, or rather were before the cables parted, busily engaged in obtaining orders for the Oolong crop, the market for which has just opened. The best thing the Port could have done would have been to have called a Chamber of Commerce Meeting, declared the Hong closed till the cables were again in working order and everybody here gone to sleep till it was possible to do something in tea. There is only one style of business possible at present and that is any trade connected with bricks and mortar.

WRECK OF S.S. "TAIWANFOO." Just as we go to press the news reaches us that the S.S. *Taiwanfoo* has been wrecked on the White Dogs with the loss of over 100 passengers and crew. Doubtless we shall later receive fuller details which will appear in a later issue.

DAMAGE DONE TO CARGO BOATS. We have ascertained that the loss to the fleet of cargo boats amounts to over fifty boats, the available number to-day being about forty only.

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE

DAIRY FARM CO., LIMITED

Hongkong, 15th September, 1909. {380

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

"H. PRICE & Co.

"A. S. WATSON & Co., Ltd.

"VICTORIA DISPENSARY.

"WATKINS, Ltd.

"FRENCH STORE.

"KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS—

THE MITSUI BUSSAN KAISHA.

{471

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$18.80 - - Per Case.

H. PRICE & CO., LD., WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 125.



Hongkong, 23rd September, 1909

{499

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47.1.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43/-

Via New York 45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. GRADD, O.K. General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 24th Sept., 4 P.M.
SHANGHAI	"JIANGSANG"	SATURDAY, 25th Sept., 4 P.M.
TIENSIN, CHEFOO & W'HAWEI	"CHIRSHING"	SUNDAY, 26th Sept., 4 P.M.
S'GAPORE, PENANG & CALOUTTA	"KUMSANG"	TUESDAY, 28th Sept., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days):

The steamers "Kutsang" and "Kumsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 61.
Hongkong, 23rd September, 1909.

JARDINE MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	To	Sail
HONGKONG, HAKHOI & HAIPHONG	"SINGAT"	24th Sept.	9 A.M.
SHANGHAI	"ANHUI"	24th "	4 P.M.
WEIHAIWEI & TIENSIN	"HUICHOW"	24th "	"
SAMARANG & SOERABAYA	"KAIKONG"	24th "	"
CEBU & ILOILO	"KAIKONG"	24th "	"
SHANGHAI	"LINAN"	26th "	Daylight
KEBAO	"KUNAN"	26th "	"
MANILA	"TEAN"	26th "	3 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	28th "	4 P.M.
SHANGHAI	"CHINHUA"	30th "	"
SHANGHAI	"CHENAN"	3rd Oct.	Daylight
MANILA	"TAMING"	5th "	3 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinkwan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to
Telephone No. 46.
Hongkong, 23rd September, 1909.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
"LAFIRO"	1540	R. Rodger	MANILA	SATURDAY, 25th Sept., at Noon.
"RUBI"	1540	R. W. Almond	"	SATURDAY, 2nd Oct., at Noon.

For Freight or Passage, apply to
Telephone No. 111.
Hongkong, 23rd September, 1909.

SHEWAN TOMES & CO.,

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
Do	"FITZPATRICK" Capt. E. K. Hutchison	4,416	SATURDAY, 23rd Oct., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steamer passengers situated A.MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING, Via SWATOW and AMOY	"SOSU MARU" Capt. T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20%, on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins A.MIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th September, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HITACHI MARU" Capt. N. Mathison, Tons 7000	WEDNESDAY, 29th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	"KANAGAWA MARU" Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Sept., at Daylight.
Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"TANGO MARU" Capt. S. Ishikawa, Tons 8000	TUESDAY, 28th Sept., at 4 P.M.
SYDNEY AND MELBOURNE	"AKI MARU" Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at 4 P.M.
Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6000	THURSDAY, 30th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	"WAKASA MARU" Capt. N. Nielson, Tons 6500	WEDNESDAY, 19th Sept., at Noon.
YOKOHAMA AND KOBE	"KITANO MARU" Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept., Daylight.
SHANGHAI, MOJI AND KOBE	"TOYOMI MARU" Capt. R. Smith, Tons 4500	SATURDAY, 2nd October.
BOMBAY, Via SINGAPORE AND COLOMBO	"TAKASAKI MARU" Capt. A. Mocker, Tons 5000	TUESDAY, 28th September.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru.....(Capt. T. MURAI).....About Wednesday, 20th October.

Kitano Maru.....(Capt. F. E. COPE).....About Wednesday, 17th November.

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 15th December.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information, as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEYLON, AUSTRALIA, INDIA, ADEIN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAH GULF, CONTINENTAL, AMFRI-CAN and SOUTH AFRICAN Ports.)

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for HONGKONG, etc., on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moolah," 9,621 tons, from Colombo. Passengers' accommodation in this vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Moolah steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 13th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

R. A. HEWETT,
Superintendent

Hongkong, 20th September, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain C. C. Cundy, will be despatched as above on the 2nd October.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd September, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Suvaric"	6,332	S. Shotton	2nd Oct.
"Oceano"	4,657	F. W. Davies	18th Oct.
"Kamuric"	6,232	J. Mathie	18th Nov.
"Ayuric"	4,365	Boyd	16th Dec.
"Suvaric"	6,232	S. Shotton	13th Jan.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 23rd September, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"KWONG SAI" Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YURN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 4, Queen's Road West.

Wanchow, 10th April, 1909.

Consignees.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SURUGA".....On 4th October.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL".....On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th September, 1909.

Intimations.

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 10 minutes
7.30 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 10 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 10 minutes
2.15 p.m.	3.00 p.m.	Every 15 minutes
3.30 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	5.00 p.m.	Every 10 minutes

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 30 minutes
9.30 a.m.	10.30 a.m.	Every 15 minutes
10.30 a.m.	11.00 a.m.	Every 10 minutes
11.00 a.m.	12.00 noon	Every 15 minutes
12.00 noon	1.00 p.m.	Every 10 minutes
1.00 p.m.	1.30 p.m.	Every 30 minutes
1.30 p.m.	2.00 p.m.	Every 15 minutes
2.00 p.m.	3.00 p.m.	Every 15 minutes
3.00 p.m.	5.00 p.m.	Every 15 minutes

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

Extra cars at 1.15 p.m., 1.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

DATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/8 1/2
Do. demand	1/8 1/2
Do. 4 months sight	1/9 1/2
France-Bank T.T.	2/18 1/2
Germany-Bank T.T.	1/7 1/2
India T.T.	1/31
Do. demand	1/31 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. 500	74 1/2
Japan-Bank T.T.	84 1/2
Java-Bank T.T.	104 1/2

4 months sight L/C	1/9 1/2
6 months sight L/C	1/9 1/2
30 days sight San Francisco & New York	44 1/2
4 months sight do	44 1/2
30 days sight Sydney & Melbourne	1/9 1/2
4 months sight France	2/23 1/2
6 months sight do	2/23 1/2
4 months sight Germany	2/23 1/2
Bank Silver	23 1/2
Bank of England rate	24 1/2
Sovereign	24 1/2

SHIPPING AND MAILS

MAILS DUE

French (Sydney) 27th inst.
Indian (Gregory Ahear) 28th inst.
American (China) 2nd prox.

The Mogul Line s.s. *Chas. Lee* left Singapore on 22nd inst. for Hongkong.

The Apur Co. s.s. *Gregory Ahear* from Calcutta left Singapore last night and may be expected here on 28th inst. a.m.

The Imperial German Mail s.s. *Derfflinger* left Shanghai yesterday at noon, and may be expected here on 28th inst. at 9 p.m.

The M. M. Co. s.s. *Sydney*, with the French mail of the 28th ult., will leave Saigon on 24th inst., at 7 p.m., and is expected to arrive here on or about the 27th inst., afternoon, and will leave for Shanghai and Japan on 28th inst., morning.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 22nd at 5 p.m.—Signals lowered.

The depression has entered the coast to the West of Swatow.

On the 23rd at 12.15 p.m.—The barometer has risen quickly on the S. and S.E. coasts of China the depression having filled up.

Pressure has given way considerably in N. China, owing to a depression which is advancing Eastwards over the Lower Yangtze.

Pressure is high probably over the Pacific in the neighbourhood of the Loochoos. The returns from Formosa and Japan are, however, not in hand.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 10.5 y. 11 inches.

FORECAST.

1.—Hongkong and Neighbourhood, W. winds, moderate; fair.

2.—Formosa Channel, S. and S.W. winds, fresh.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N.W. winds, moderate.

Shipping.

Arrivals.

Moonmouthshire, Br. s.s., 3,197, G. E. Warner, 22nd Sept.—London via Colombo and Singapore 14th Sept. Gen.—J. M. & Co.

Amigo, Ger. s.s., 3,221, H. Frandsen, 22nd Sept.—Haiphong 17th Sept. and Hoibow 21st. Rice and Gen.—J. & Co. Williams, 22nd Sept.—Shanghai 19th Sept. Gen.—B. & S.

Bonito, Br. s.s., 2,043, W. H. S. Hall, 23rd Sept.—Vokohama 8th Sept. Gen.—P. & O. S. N. Co.

Kaifong, Br. s.s., 987, Cole, 23rd Sept.—Hoilo 18th Sept. Gen.—B. & S.

Nippon, Aust. s.s., 4,014, E. Taraboulin, 23rd Sept.—Shanghai 19th Sept. Gen.—S. W. & Co.

Kilano Maru, Jap. s.s., 5,277, F. E. Cope, 23rd Sept.—Singapore 17th Sept. Gen.—N. Y. K.

Wongkoi, Ger. s.s., 3,115, W. Reber, 23rd Sept.—Bangkok 14th Sept. Rice and Meal—M. & Co.

Kwangle, Chi. s.s., 1,468, G. Froberg, 23rd Sept.—Shanghai 19th Sept. Gen.—C. M. S. N. Co.

Huichow, Br. s.s., 1,217, E. Forsyth, 23rd Sept.—Canton 22nd Sept. Gen.—B. & S.

Thorid, Nor. s.s., 1,091, J. Jorgensen, 23rd Sept.—Bangkok and Swatow 21st Sept. Gen.—Kin Yee Loong.

Clearance at the Harbour Office.

Pittman, for Swatow.
Haldie, for Swatow.
Holman, for Swatow.
Borneo, for Singapore.
Campania, for Tientsin.
Changshing, for Ningpo.
Taiyuan, for Manila.
Poonkong, for Singapore.
Kwangle, for Canton.
Chingking, for Canton.
Kilano Maru, for Yokohama.
Bingon, for Hoibow.

Departures

Sept. 22
Lyndhurst, Br. ship, for Canton.

Sept. 23
Liluvu, for Shanghai.
Wingyang, for Shanghai.
Atsuta Maru, for Singapore.
Tamaki, for Shanghai.
Holman, for Swatow.
Hangchow, for Canton.
Lingao, for Canton.
Anhui, for Canton.
Chingking, for Canton.
Fookshing, for Calcutta.
Sorogon, for Manila.
Ghiyuan, for Shanghai.
Pittman, for Bangkok.
Borneo, for Singapore.
Taiyuan, for Australian Ports.

Passengers arrived.

Per *Nippon*, from Shanghai—Mr. Koembo.
Per *Lingao*, from Shanghai—Messrs. Darr-
burg and O. A. H.
Per *Moonmouthshire*, from London, &c.—
Mrs. Moore Gifford, and Mr. Fykes.

Per *Borneo*, for Hongkong from Shanghai—
Messrs. Graham and Wegmann. From Foo-
chow—Mr. Balfour, and Mrs. Rozario. For
Singapore—Mr. and Mrs. Nielson, 2 children
and amah. From Shanghai for London—
Misses A. and E. Wylie, Mrs. Rogers and 2
infants.

Per *Kilano Maru*, from Singapore for Hong-
kong—Mrs. Stevenson and infant, Messrs. A.
Mustard, R. Wallis Wilson, Mrs. E. K. Kong,
Mr. Leung Kwang, W. M. Stratton and
child, Mrs. H. Woolfenden, and Mrs. Ab Sam.
For Yokohama—Admiral Baron and Baroness
S. Uriu, Messrs. K. Itakura, Z. Kamiya, K.
Kakino, T. Kajiya, A. O. Sutton, Dr. A. S.
Stansfeld and S. Takahashi, Messrs. W.
S. Fuchida, Messrs. T. Hagiwara, T. Mitachi,
Messrs. S. Masuda, Y. Aho, T. F. F. K.
Takada, S. Umi, Mrs. K. Akushima, Messrs.
K. Kashi, S. Kato, Miss T. Ishikawa, Messrs.
K. Sufuya, I. Shitani, M. Ueno, Y. Mayeda,
O. Kato, G. Yasumura, S. Otsuka, S. Miyata,
K. Saito, U. Fukuda and S. Kato.

Passengers departed.

Per *Atsuta Maru*, for London—Mr. Alex.
Dandberg, Miss Hargreaves, Major S. Naka-
gawa, Messrs. S. Saito, Balanelli, H. Ito, Mrs.
and Mrs. Pocklington, Mr. Isuji, Mr. and
A. Delcoigne and 3 children, Hon. H. Ito, Mr.
Hachii, Paymaster Nakamura, Messrs. M.
Odagiri, Inoue, J. H. Burwell, J. Barton,
Major Morcaux, Mrs. Komma, Misses Head,
Amos, Messrs. Y. Yagi, N. Yoneda, I. Matsui-
zaki, T. Tameda, T. Noda and T. Hayashi.

Shipping Report.

Str. *Kilano*, from Shanghai—Strong S.N.
S.E. and squally with heavy rain.

VESSELS IN PORT.

Amara, Br. s.s., 1,567, Matlock, 18th Sept.—
Sourabaya 9th Sept. Sugar—J. M. & Co.
Bessie Dollar, Br. s.s., 2,797, A. G. G. W. 21st
Sept.—Tientsin 16th Sept. Salt—A. K. &
Co.

Carl Diederichsen, Ger. s.s., 774, J. Kaiser,
20th Sept.—Pakhoi and Hoibow 19th
Sept. Gen.—J. & Co.

Changchow, Br. s.s., 1,202, R. Lewis, 21st
Sept.—Canton 20th Sept. Coal—B. & S.

Chihili, Br. s.s., 1,135, J. Warrack, 22nd Sept.—
Wakamatsu 14th Sept. Coal—B. & S.

Choising, Ger. s.s., 1,020, J. Bruhn, 19th Sept.—
Bangkok 12th Sept. Rice and Meal—
B. & S.

Derwent, Br. s.s., 1,564, J. Jenkins, 18th Sept.—
Saigon 13th Sept. Gen.—Mao Fat &
Co.

Empress of India, Br. s.s., 3,032, A. Hailey,
17th Sept.—Vancouver 25th Aug. and Gen.—
C. R. Co.

Haide, Br. s.s., 1,065, G. Solberg, 19th Sept.—
Bangkok and Swatow 18th Sept. Gen.—
Asgard, Thoresen & Co.

Hanoi, Fr. s.s., 742, J. Panzier, 22nd Sept.—
Haiphong via Pakhoi and Hoibow 21st
Sept. Gen.—A. R. M.

Harford, Br. s.s., 2,716, Pope, 21st Sept.—
New York 30th June, and Labuan 15th
Sept. Kerosine Oil—S. O. Co.

Kumang, Br. s.s., 2,078, E. J. Buller, 19th
Sept.—Calcutta via Penang and Singapore,
14th Sept. Gen.—J. M. & Co.

Machew, Ger. s.s., 998, R. G. Zollner, 21st
Sept.—Bangkok 10th Sept. Gen.—Yuen
Fat Hoag.

Ningpo, Br. s.s., 1,228, Richards, 8th Sept.—
Swatow 18th Sept. Ballast—B. & S.

Nippon Maru, Jap. s.s., 3,452, W. E. Filmer,
13th Sept.—San Francisco via Port 17th
Aug. Mail and Gen.—T. K. K.

Phuyen, Fr. s.s., 7,199, Chemmesse, 12th Sept.—
Hoilo 8th Sept. Ballast—B. & S.

Prinz Sigismund, Ger. s.s., 3,300, D. Lenz, 21st
Sept.—Sydney 26th Aug., and Manila
18th Sept. Gen.—M. & Co.

Shantung, Br. s.s., 1,835, Robinson, 20th Sept.—
from Sourabaya, Sugar—B. & S.

Shibetsu Maru, Jap. s.s., 2,478, S. Atsumi,
22nd Sept.—Mojil 13th Sept. Coal—M. B.
K.

Singon, Br. s.s., 1,047, W. Shano, 18th Sept.—
Haiphong 12th Sept. and Hoibow 17th,
Gen.—B. & S.

Tango Maru, Jap. s.s., 4,617, S. Ishikawa, 16th
Sept.—Shanghai 13th Sept. Lumber and
Coal—N. Y. K.

Telemaachus, Br. s.s., 1,340, G. Edwards, 12th
Sept.—Saigon 7th Sept. Rice and Gen.—
W. F. Sig.

Yuenang, Br. s.s., 1,128, P. H. Rolfe, 20th
Sept.—Manila 17th Sept. Gen.—J. M. &
Co.

Zafro, Br. s.s., 1,629, R. Rodger, 22nd Sept.—
Manila 19th Sept. Hemp and Gen.—S.
T. & Co.

SAILING VESSELS.

Eclipse, 4-masted barque, 2,569, J. White,
28th Aug.—Canton 27th Aug. Ballast—
S. O. Co.

King George, Br. ship, 2,057, J. E. Jeffrey, 1st
Aug.—New York 9th April. Kerosine—
S. O. Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

On Lee, 4-masted barque, 2,569, J. White,
H.M.S. Cadmus
H.M.S. Sandpiper
Vasco da Gama

TAIKOO DOCKS.

Phuyen, 4-masted barque, 2,569, J. White,
St. Enoch
Siagoo
Ningpo

Ships Passed The Canal.

6th August—*Derfflinger*, *Condon*, *Hakala*
Maru, *Nyasa*, *Tyden*, 10th August—
Scandia, *Glenroy*, *Blago Maru*, *Nicomedia*,
York, *Falken*, 13th August—*Ceylon*, *Yun-
nan*, *Armand Behic*, *Kintuck*, *Mannan*, 17th
August—*Bendram*, *Prins Elfrid*, *Friedrich*,
Devalon, *Stimia*, 20th August—*Indramayu*,
Klet, *Nippon*, *Glanus*, *Sienlor*, *Pakowar*,
Iyo Maru, *Oceanic*, 24th August—*Kaengsa*,
St. Patrick, *Amiral*, *Moonmouthshire*, *Sinaga*,
Dunporri, *Kamachi*, *Maru*, *Cardigan*, 27th
August—*Belgravia*, *Trangudor*, *Kamo*
Maru, *Caladonia*, *Malla*, *Tanaka*, *Somali*,
Nitra, 31st August—*Myrmidon*, *Banader*,
Ghassu, *Lalawa*, *Kilano Maru*, *Palatich*,
Falken, 3rd September—*Sydney*, *Prins Lud-*
wig, *Wakasa Maru*, 7th September—*Stam-*
panchi, *Maru*, *Sevoya*, 10th September—
Antenor, *Bleufoiten*, *Ernst Simon*, *Glen-*
logan, *Glanus*, *Oopack*, *Pakowar*, *Sardalia*,
Talaman, 14th September—*Benavon*, *Ben-*
rich, *Bruchshre*, *Jasen*, 17th September—
Astyanax, *Sado Maru*, *Goben*, *Tourane*, *Pak-*
ing, 21st September—*Pakho*, *Indramayu*, *Awa*
Maru, *Somalia*, *Glenam*.

Arrivals at Home—6th August—*Hirano*
Maru, *Tourane*, *Glenlog*, 10th August—
Invincible, *Bullerophon*, *Somalia*, *Sado*
Maru, *Shimoa*, 13th August—*Manila*, *Sti-*
via, 14th August—*Nawar*, 17th August—
Astyanax, *York*, *Blago Maru*, 20th August—
Armand Behic, *Salmora*, *Indrani*, *Dan-*
derk, 23rd August—*Socotra*, 24th August—
Scandia, *Sithonia*, *Yunnan*, 25th August—
Stimia, 31st August—*Nippon*, *Devalon*, 3rd
September—*Klet*, *Caladonia*, *Kamachi*, *Sti-*
via, 7th September—*Kamo Maru*, *Kawachi*
Maru, 10th September—*Cardigan*, *Pak-*

Vessels	From	Agents	Due
Somali	Singapore	P. & O. Co.	Sept. 24
Teian	Manila	B. & S.	Sept. 24
Defflinger	Shanghai	M. & Co.	Sept. 24
Tacoma Maru	Kobe	O. S. K.	Sept. 25
Sydney	Singapore	H. A. L.	Sept. 26
Hilachi Maru	Japan	N. Y. K.	Sept. 27
Yavata Maru	Thursday	N. Y. K.	Sept. 27
Kumano Maru	Japan	N. Y. K.	Sept. 28
Gregory Ahear	Singapore	D. S. & Co.	Sept. 28
Totomi Maru	Tokushima	N. Y. K.	Oct. 1
Chima	Japan	N. Y. K.	Oct. 2
Ischia	Bombay	C. & Co.	Oct. 2

HONGKONG TIDE TABLE.

From September 23rd to 29th, 1909.

HIGH WATER.				LOW WATER.			
Day	Month	Mean Time	Height	Day	Month	Mean Time	Height
Thurs	9	11.18	8.7	Thurs	9	11.18	8.7
Fri	10	11.18	8.7	Fri	10	11.18	8.7
Sat	11	11.18	8.7	Sat	11	11.18	8.7
Sun	12	11.18	8.7	Sun	12	11.18	8.7
Mon	13	11.18	8.7	Mon	13	11.18	8.7
Tues	14	11.18	8.7	Tues	14	11.18	8.7
Wed	15	11.18	8.7	Wed	15	11.18	8.7

CHINA COAST METEOROLOGICAL REGISTER.

September 22nd, 1909, a.m.

Vessels	From	Agents	Due
Vladivostok	6 a.m.	20.61	W 10
Nemuro	6 a.m.	20.61	W 10
Hakodate	6 a.m.	20.61	W 10
Tokio	6 a.m.	20.61	W 10
Kochi	6 a.m.	20.61	W 10
Nagasaki	6 a.m.	20.61	W 10
Kagoshima	6 a.m.	20.61	W 10
Oshima	6 a.m.	20.61	W 10
Naha	6 a.m.	20.61	W 10
Ishigaki	6 a.m.	20.61	W 10
Bonin Is.	6 a.m.	20.61	W 10
Choshi	6 a.m.	20.61	W 10
Wakamatsu	6 a.m.	20.61	W 10
Hankow	6 a.m.	20.61	W 10
Kiukiang	6 a.m.	20.61	W 10
Shanghai	6 a.m.	20.61	W 10
Guttsiaf	6 a.m.	20.61	W 10
Sharp Peak	6 a.m.	20.61	W 10
Amoy	6 a.m.	20.61	W 10
Swatow	6 a.m.	20.61	W 10
Taihou	6 a.m.	20.61	W 10
Taihu	6 a.m.	20.61	W 10
Taiwan	6 a.m.	20.61	W 10
Koshun	6 a.m.	20.61	W 10
Pescadore	6 a.m.	20.61	W 10
Canton	6 a.m.	20.61	W 10
Hongkong	6 a.m.	20.61	W 10
Victoria Peak	6 a.m.	20.61	W 10
Gap Rock	6 a.m.	20.61	W 10
Macao	6 a.m.	20.61	W 10
Wuchow	6 a.m.	20.61	W 10
Holbow	6 a.m.	20.61	W 10
Pakhoi	6 a.m.	20.61	W 10
Phullen	6 a.m.	20.61	W 10
Tourane	6 a.m.	20.61	W 10
O. St. James	6 a.m.	20.61	W 10
Aparr	6 a.m.	20.61	W 10
Manila	6 a.m.	20.61	W 10
Legaspi	6 a.m.	20.61	W 10
Bacolod	6 a.m.	20.61	W 10
Alibon	6 a.m.	20.61	W 10
Cebu	6 a.m.	20.61	W 10
Manila	6 a.m.	20.61	W 10

September 23rd, 1909, a.m.

Vessels	From	Agents	Due
Vladivostok	6 a.m.	20.61	W 10
Nemuro	6 a.m.	20.61	W 10
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Tokio	6 a.m.	20.61	W 10
Kochi	6 a.m.	20.61	W 10
Nagasaki	6 a.m.	20.61	W 10
Kagoshima	6 a.m.	20.61	W 10
Oshima	6 a.m.	20.61	W 10
Naha	6 a.m.	20.61	W 10
Ishigaki	6 a.m.	20.61	W 10
Bonin Is.	6 a.m.	20.61	W 10
Choshi	6 a.m.	20.61	W 10
Wakamatsu	6 a.m.	20.61	W 10
Hankow	6 a.m.	20.61	W 10
Kiukiang	6 a.m.	20.61	W 10
Shanghai	6 a.m.	20.61	W 10
Guttsiaf	6 a.m.	20.61	W 10
Sharp Peak	6 a.m.	20.61	W 10
Amoy	6 a.m.	20.61	W 10
Swatow	6 a.m.	20.61	W 10
Taihou	6 a.m.	20.61	W 10
Taihu	6 a.m.	20.61	W 10
Taiwan	6 a.m.	20.61	W 10
Koshun	6 a.m.	20.61	W 10
Pescadore	6 a.m.	20.61	W 10
Canton	6 a.m.	20.61	W 10
Hongkong	6 a.m.	20.61	W 10
Victoria Peak	6 a.m.	20.61	W 10
Gap Rock	6 a.m.	20.61	W 10
Macao	6 a.m.	20.61	W 10
Wuchow	6 a.m.	20.61	W 10
Holbow	6 a.m.	20.61	W 10
Pakhoi	6 a.m.	20.61	W 10
Phullen	6 a.m.	20.61	W 10
Tourane	6 a.m.	20.61	W 10
O. St. James	6 a.m.	20.61	W 10
Aparr	6 a.m.	20.61	W 10
Manila	6 a.m.	20.61	W 10
Legaspi	6 a.m.	20.61	W 10
Bacolod	6 a.m.	20.61	W 10
Alibon	6 a.m.	20.61	W 10
Cebu	6 a.m.	20.61	W 10
Manila	6 a.m.	20.61	W 10

Barometer 29.73 29.70

Temperature 82 82

Humidity 85 82

Rainfall 2.56

Post Office.

Only fully prepaid letters and postcards
are transmissible by the Siberian Route to
Europe.

Mails from Europe via Siberia—
Date of Dispatch Date in Vessel.
from London Hongkong
1st September 25th instant *Derfflinger*

A Mail will also for—
Hoibow, Pakhoi and Haiphong—Per *Stigun*,
24th Sept., a.m.
Quong-chow-wai, Hoibow, Pakhoi and
Haiphong—Per *Wenzel*, 24th Sept., 11 a.m.
Macao—Per *Sai Tai*, 24th Sept., 11 a.m.
Shanghai—Per *Amaki*, 24th Sept., 3 p.m.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADQORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST. CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$1,100,000 \$150,000	\$2,000,819	Interim of £1 for account 1909 @ ex 1/9 = \$12.72	4 %	\$990 buyers London 293
National Bank of China, Limited	10,025	£7	£6	\$4,000 \$5,000	\$3,552	\$2 (London 5/6) for 1903	...	\$65 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$12,752 \$111,000 \$135,000	none	\$14 for 1907	7 1/2 %	\$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 119
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,000 \$105,848 \$108,809	\$2,404,911	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$842 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$104,471 \$109,164	\$7,767	\$12 and bonus \$3 for 1907	7 1/2 %	\$122
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$108,661 \$11,802	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$108,661 \$11,802	\$108,711	\$27 for 1907	8 %	\$360 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,025	\$1 for 1906	...	\$84 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000 \$20,000	NIL	24 for year ending 30.6.1908	7 %	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$10,000 \$10,000	\$21,700	Interim of \$12 for account 1909	7 1/2 %	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000	£13,755	6/1 for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154	...	\$60
Do. (Deferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	70/6d. buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$2,000,000 \$2,000,000 \$2,000,000	£68,817	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$15
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,893	\$3 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 34 for year ending 31.8.08	...	Tls. 33 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £18,189	£11,556	Interim of 1/6 (coupon No. 12) for year ending 30.1.09	7 %	Tls. 174 sales
Ramb Australian Gold Mining Company, Limited	100,000	£1	£1	£4,873	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8.20 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$48,016	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$150,000 \$150,000 \$150,000	\$30,102	None	...	\$61 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$150,000 \$150,000 \$150,000	\$45,162	Interim of 1/4 for account 1909	12 1/2 %	\$60 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,126	Final of Tls. 21 for year ending 31.4.09	6 1/2 %	Tls. 781 buyers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	\$15	\$15	\$15,000 \$15,000 \$15,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$274 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$400,000 \$400,000 \$400,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$241 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$26,475	Interim of 3/4 for account 1909	6 1/2 %	\$1044 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$51,486	60 cents for 1908	6 1/2 %	\$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$10	\$10	\$60,000 \$60,000 \$60,000	\$378	\$14 for 1908	5 %	\$50 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,533,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$125,000 \$125,000 \$125,000	968	Interim of \$1 for account 1909	8 1/2 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 137 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$10,000	Tls. 553	50 cents for year ending 31.7.08	6 %	\$61 sa. and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 3,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 89
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 17,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/8	12/8	\$1,500 \$1,500 \$1,500	£648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	\$1.20 or 1908	9 %	\$13 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	...	\$61 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000 \$125,000 \$125,000	\$3,407	80 cents for 1908	8 1/2 %	\$94 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$30,000 \$30,000 \$30,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,775	Final of 50 cents making 90 cents for 1908	10 %	\$8.75 sellers
H. Price & Company, Limited	15,000	\$10	\$10	\$15,000 \$15,000 \$15,000	\$5,170	80 cents for year ending 31.12.08	8 1/2 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$204 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,610	Interim of \$2 for account 1909	10 %	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$60,000 \$60,000 \$60,000	\$8,190	Interim of \$1 for account 1909	8 1/2 %	\$33 buyers
Maatschappij tot Mijn. Bosch en Landbouw- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 57,500 Tls. 57,500 Tls. 57,500	Tls. 216,122	Third quarterly of Tls. 121 for account 1909	7 %	Tls. 905 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$2,202	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14
Phillips Company, Limited	75,000	\$10	\$10	none	Tls. 18,640	None	5 %	\$9 buyers
Shanghai-Shimada Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 126 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	...	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 %	\$51
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 %	\$102 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson, (A. S.) & Co., Limited	100,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$74	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	3/-	3/-	none	none	Interim of 12 1/2 % for account 1909	...	14/9
Balgonie Rubber Estate, Limited	20,000	\$1	\$1	\$20,000 \$20,000 \$20,000	\$7,400	25 % for year ending 31.3.09	...	\$56 buyers
Castlefield Rubber Estate, Limited (fully paid)	20,000	\$1	\$1	none	\$11,205	None	...	\$1.15 sales
Do. (contributory)	20,000	\$1	\$1	none	none	None	...	\$1.15
Highland & Lowland Para. Rubber Co. (fully paid)	24,000	\$1	\$1	none	none	None	...	\$1.15
Do. (contributory)	24,000	\$1	\$1	none	none	None	...	\$1.15
Kuala Lumpur Rubber Co., Limited	125,546	\$1	\$1	none	none	3 % for year ending 30.6.08	...	\$1.15 buyers
Linggi Plantations, Limited (ordinary)	18,000	\$1	\$1	none	none	Interim of 40 % = 9d. for account 1909	...	\$1.15 buyers
Do. (7% pref.)	10,000	\$1	\$1	none	none	7 1/2 % for year 1908	...	\$1.15 sellers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	15 % for year ending 31.12.08	...	\$1.15 buyers
Do. (8% pref.)	3,500	\$10	\$10	none	none	None	...	\$1.15
Leobury Rubber Estates Limited	62,000	\$10	\$10	none	none	None	...	\$1.15 buyers
Do. (contributory)	40,000	\$10	\$10	none	none	None	...	\$1.15

* These shares are entitled to half of the profits

Intimations.

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"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

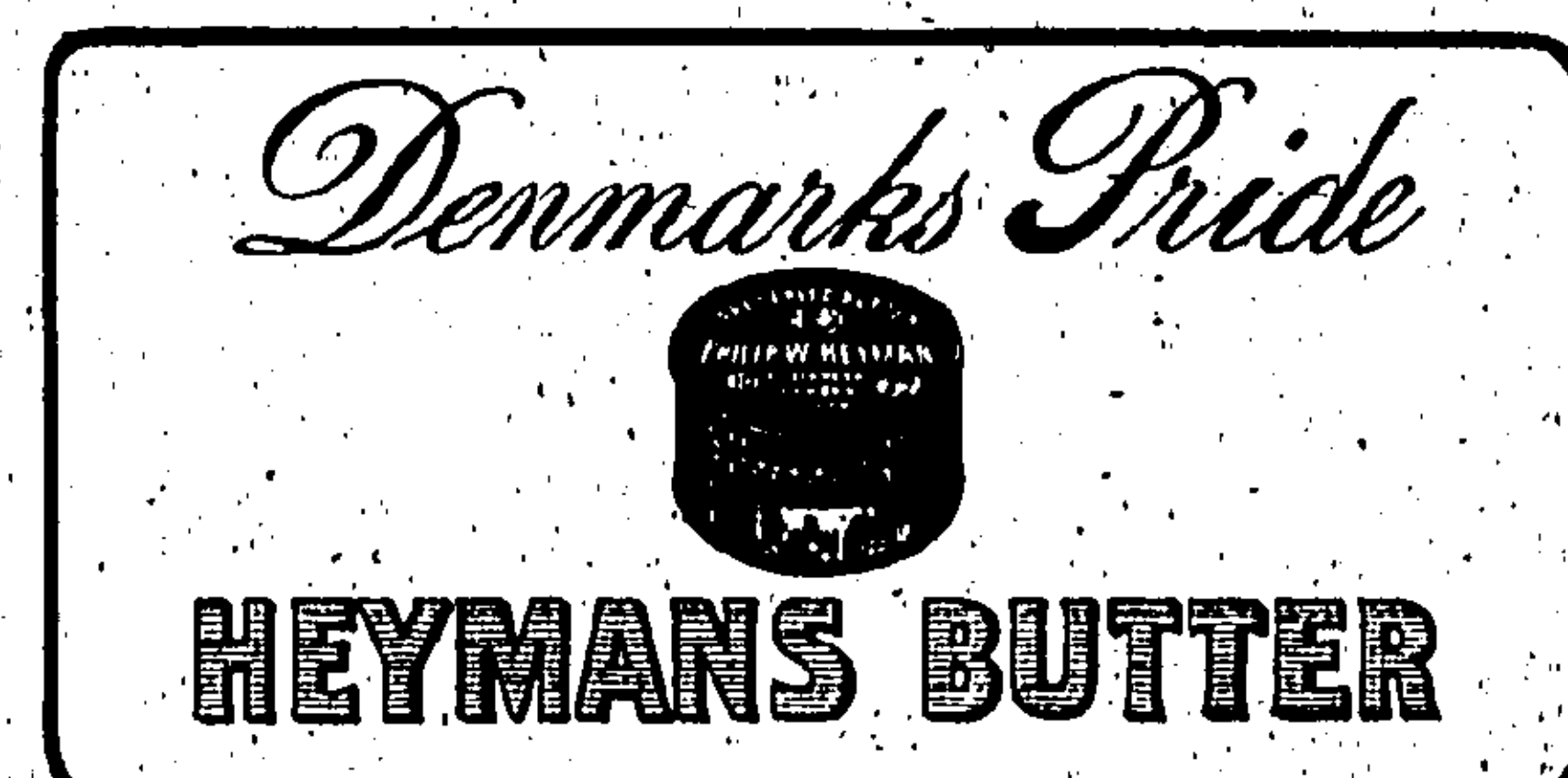
SPECIAL BRANDS:

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REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

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SOLE AGENTS.

Hongkong, 1st August, 1909.

[566]

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL,

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BEG to notify the Public that a modern and up-to-date Bakery and Cafe under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed. Strictest cleanliness all over the place. Use only first class flour and other material. The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for the Bakery and Confectionary Department. The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied. The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909. [655]

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WITHIN easy distance of Town by Motor-car or Tram.

A Pleasant Evening's Drive. Meals à la Carte. Ice-cold Drinks.

Charges Moderate. Trams from Post Office every 5 minutes. Airy Rooms—Sea-water Baths.

WILLIAM WINCH,

Manager.

Hongkong, 21st September, 1909. [656]

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SHIP-CHANDLERS, SAILMAKERS,

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EVERY KIND OF

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ALWAYS IN STOCK.

AT

REASONABLE PRICES.

[Hongkong, 20th March, 1909.]

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